

IN THE CLAIMS:

1. (Cancelled)

2. (Currently amended) A container for transporting cargo on a flatbed vehicle, the container comprising:

a top wall structure,

a bottom wall structure opposing the top wall structure,

a front wall structure,

a rear wall structure opposing the front wall structure, and

a pair of sidewall structures disposed in opposing relation, the top wall structure, the bottom wall structure, the front wall structure, the rear wall structure and the sidewall structures being coupled so as to form an enclosed interior space,

the bottom wall structure having leg structures extending therefrom, the leg structures being spaced a sufficient length and being constructed and arranged to be received in recesses defined at opposing sides of a cargo carrying surface of the flatbed vehicle to mount the container with respect to the cargo carrying surface,

certain of said wall structures being constructed and arranged to be opened and closed to access the interior space,

~~The container of claim 1, the container being in combination with the flatbed vehicle, the flatbed vehicle including the cargo carrying surface and the recesses defined at having the opposing sides of the cargo carrying surface. , the opposing sides each having rail structure coupled to the associated side defining the recesses constructed and arranged to receive the leg structures.~~

3. (Original) The container of claim 2, wherein the bottom wall structure includes fork-receiving structure defining at least one pair of slots constructed and arranged to receive forks of a forklift.

4. (Original) The container of claim 3, wherein the fork receiving structure includes a pair of generally U-shaped members coupled to and extending from the bottom wall structure, the U-shaped members being in spaced relation and having a planar underside surface.
5. (Original) The container of claim 4, wherein the fork receiving structure is constructed and arranged so that the planar underside surface of the U-shaped members contacts the cargo carrying surface when the container is carried by the flatbed vehicle.
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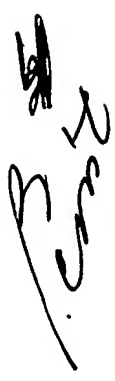
Claims 6-34 (canceled)

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35. (Previously presented) The container of claim 2, wherein the bottom wall structure is generally rectangular with the leg structures including a leg extending from each corner of the bottom wall structure, each leg defining stops to control an extent to which the legs are received in the recesses.
36. (Previously presented) The container of claim 2, wherein said certain wall structures include the front wall structure.
37. (Currently Amended) The container of claim 36, further including locking structure constructed and arranged to lock in a closed condition, at least the front wall structures.
38. (Previously presented) The container of claim 2, wherein the top wall structure includes at least a first top panel pivotally coupled to one of the sidewall structures and at least a second top panel pivotally coupled to the other sidewall structure such that the entire top wall structure can be opened to access the interior space when the first and second top panels are pivoted with respect to their respective sidewall structure.

39. (Currently Amended) The container of claim 38, wherein each of the first and second top panels is coupled to a respective one of said sidewall structures via a hinge connection, whereby to obtain a fully opened position of the top wall structure, the first top panel is constructed and arranged to move about the hinge connection thereof to be generally adjacent to the one sidewall structure and the second top panel is constructed and arranged to move about the hinge connection thereof to be generally adjacent to the other sidewall structure.
40. (Previously presented) The container of claim 39, wherein a pair of first top panels and a pair of second top panels are provided.
41. (Previously presented) The container of claim 2, wherein the front wall structure includes a first front panel pivotally coupled to one of the sidewall structures and a second front panel pivotally coupled to the other sidewall structure such that the entire front wall structure can be opened to access the interior space when the first and second front panels are pivoted with respect to their respective sidewall structure.
42. (Currently Amended) The container of claim 41, wherein each of the first and second front panels is coupled to a respective one of said sidewall structures via a double acting hinge connection.
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43. (Canceled)
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44. (Currently Amended) The container of claim 39 ~~43~~, wherein the front wall structure includes a first front panel coupled to one said sidewall structure via a double acting hinge connection and a second front panel coupled to the other sidewall structure via a double acting hinge connection, whereby when the top wall structure is in the fully opened position thereof, to obtain a fully opened position of the front wall structure, the first front panel is constructed and arranged to move about the double acting hinge connection thereof to be

generally adjacent to the first top panel and the second front panel is constructed and arranged to move about the double acting hinge connection thereof to be generally adjacent to the second top panel.

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45. (Previously presented) The container of claim 44, wherein a pair of adjacent first top panels are provided defining a front first top panel and a rear first top panel, and pair of second top panels are provided defining a front second top panel and a rear second top panel.
46. (Previously presented) The container of claim 45, further including locking structure constructed and arranged to permit all of the top panels and the front panels to be interlocked in a closed condition.
47. (Previously presented) The container of claim 46, wherein the locking structure includes:
- a first plate coupled to a top edge of one of the first top panels so as to extend over a top edge of the other first top panel,
  - a second plate coupled to a top edge of one of the second top panels so as to extend over a top edge of the other second top panel,
  - a third plate coupled to a top edge of one of the front top panels as to extend over a top edge of the other front top panel,
  - a fourth plate coupled to a top edge of one of the rear top panels so as to extend over a top edge of the other rear top panel,
  - a fifth plate coupled to a front edge of a front panel so as to extend over a front edge of the other front panel, and
  - a movable locking mechanism secured to one of the front panels including a lock constructed and arranged to be received in a recess in an edge of one of the front top panels so as to interlock all of the top panels and the front panels in the closed condition.

48. (Previously presented) The container of claim 2, further including leg-receiving recesses<sup>(c/s)</sup> in a top portion thereof constructed and arranged to receive leg structures of another said container such that said containers can be disposed in a vertically stacked arrangement.
49. (Previously presented) The container of claim 48, further including guides<sup>(c/s)</sup> operatively associated with certain of the leg-receiving recesses, the guides being constructed and arranged to aid in inserting the legs into the leg-receiving recesses when stacking containers.
50. (Currently Amended) The container of claim 2 in combination with a cover<sup>(c/s)</sup>, the cover being constructed and arranged to be received in the interior space of the container so as to surround and cover cargo.
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- BS 51. (New) The container of claim 2, wherein each opposing side of the flatbed vehicle has rail structure coupled thereto defining the recesses.
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